

MARINE COURT OF ENQUIRY.

A SECOND MATE CHARGED WITH MISCONDUCT.

At the Marine Court yesterday, before Commander Basil Taylor, R.N. (Stipendiary Magistrate and President), Lieut. T. D. Sharp, R.N., H.M.S. Tamar, Mr. S. C. H. Wilde, master s.s. *Hangsang*, Mr. G. Kinghorn, master s.s. *Hong Bee*, and Mr. A. E. W. Hodgins, master s.s. *Haigang*, an enquiry was held into charges of misconduct, brought by Mr. Rees Lewis, master of the s.s. *Poochow*, against J. T. Naylor, second mate of the *Poochow*.

Mr. C. Farbrother Mason (of Messrs. Wilkinson & Grist) appeared for the defendant.

The master of the *Poochow* produced his official log book and two letters written by the second mate to the Marine Superintendent. He said that on the 21st June, the vessel was lying alongside the wharf at Saigon. At about 8 p.m. he heard a noise at the gangway, and heard Mr. Naylor finding fault with the quarter-master, declaring that the gangway was not as it ought to be. Witness went down to the gangway, and heard what was going on, but did not speak to Mr. Naylor, who, he considered, was under the influence of drink. Witness returned to his room, and shortly afterwards heard more disturbance. The Chinese crew shouted "tu!" threatening to attack Mr. Naylor, because he had been creating a disturbance, and had struck the quarter-master, as the latter had told witness when he went to the gangway.

On going on deck he found the defendant and the chief engineer surrounded by a mob of Chinese, who were threatening them. The chief engineer was between defendant and the Chinese, and was trying to pacify them. Witness also endeavoured to stop the trouble, and eventually the crew dispersed. Mr. Naylor running aft towards his cabin, saying "I will shoot them." Next, witness saw him apparently coming out of the third engineer's cabin. He was waving his hand over his head, and repeated his threat to shoot the Chinese. Witness could not see if he had a revolver in his hand, as it was dark. Defendant went ashore, declaring he was going for a policeman. Witness then told him if he did bring a policeman he would give him (Naylor) in charge, and he would have done so. About 11 o'clock Mr. Naylor returned, and again shouted that he would shoot the Chinese. While he had been away, witness had told the crew to pay no attention to defendant. The four quarter-masters then came on the bridge to witness and said they were afraid to keep watch as the defendant might shoot them. Witness told them that the defendant had no revolver, but they had got it into their heads that they had seen the revolver. The defendant again went ashore repeating his threat to bring a policeman. Witness then asked the chief engineer if he would look out for the defendant and pacify him. Witness went to bed, and left the chief engineer walking the quay waiting for defendant. During their stay in Saigon the defendant was under the influence of drink every day; he would not say that he was drunk, but more or less so. On the 22nd July the defendant came up to take the time, but he was so much under the influence of drink that he was unable to do so. Witness had to "log" that. He had nothing further to say against the defendant.

In cross-examination by Mr. Naylor, witness said that defendant was a ship before him. He had sailed with witness since 2nd May. All through May defendant's conduct was very satisfactory. He commenced to become unsatisfactory about the 14th or 15th June, in Hongkong. He was satisfied with the defendant on the voyage to Saigon and he did his work satisfactorily. Defendant was allowed to go ashore in Saigon whenever he liked so long as there was one officer aboard. That was the rule in B. & S. boats. Witness admitted that on one occasion he took a piece of wood from a stavedore and pushed him with it because he was in a hurry. He might have struck the stavedore with the wood. The Chinese were not affected by this incident. Chinese were easy to handle if they were dealt with properly. He had never known a Chinese refuse to obey his command.

Dealing with the second charge, witness stated that the defendant went on duty at midnight on the 7th July, and a few minutes later witness asked him to be very careful of the course. Defendant said "All right," and witness left the bridge at 12.40 a.m. Witness later went on the bridge and asked defendant if he had taken a four point bearing, and defendant replied that he had. Having a suspicion that the defendant had not done so, he asked for the time and the log entry, and from the answers he received he knew that the defendant was telling an untruth. Witness took the bearings and ordered the defendant off the bridge several times, but he would not go until the chief officer threatened to throw him off. Defendant asked the reason, and witness said it was because he was

incapable of taking his watch as he was under the influence of drink. Since this incident defendant had not been on duty again.

Cross-examined by Mr. Mason—His temper when he found that the defendant had put the ship in danger by not taking the bearing was "very hot." When he found that the defendant had not taken the bearing, the time, or made a log entry, there was no other conclusion to come to except that the defendant was under the influence of drink. He realised it was a very serious thing to order an officer off the bridge, but he did not think it was necessary for him as master of the ship to give any explanation for his order. While he was walking the lower bridge early on the morning of the 8th he saw no other craft in the neighbourhood.

Mr. J. McGillivray, the chief engineer, gave corroborative evidence in regard to the occurrence at Saigon. Witness could not see anything wrong with the gangway, and he had crossed it himself shortly before and it seemed to be all right then. He had always got on all right with Mr. Naylor, who had always seemed sober before. He was of an excitable disposition.

The Chief Officer, Mr. F. A. Lovegrove, also gave evidence. Asked to account for the defendant being in such a condition 40 minutes after he was apparently all right, he said he thought the defendant must have been very slightly under the influence of drink when he went on watch, but not sufficient to render it noticeable. His theory was that, having had no sleep that day he dozed off, and awoke when the Captain went on the bridge. Realising his position, he became excited and lost his head.

Mr. Mason said with regard to the first charge, defendant was prepared to admit that he was under the influence of liquor, but it was while the ship was in port, and he had full permission to go ashore. The Captain had said that he would not have objected to a man having a little too much if he slept it off before coming on board, but sometimes a man wanted to go home to sleep it off. He submitted that the fact that he noticed that the gangway was out of order was proof that his condition was not very bad. He called the quarter-master to fix the handrail, and on the quarter-master refusing to obey the order he became excited and struck him. He was only carrying out his duty as an officer of the ship in giving this order. As to the second charge, no witness would swear that defendant was under the influence of liquor. He was prepared to prove that three hours previous to his taking his watch the defendant was in the third engineer's cabin, but only had one drink during that time. Just at the time he should have taken the bearings, his attention was diverted to a strange light on the port bow, and whilst looking at that the time for the taking of bearings passed. Had he not been interrupted by the Captain, who had admitted that he was a hot-tempered man, coming on to the bridge, the bearings would have been taken. Unfortunately he said he had taken the bearings, but that was owing to his very excited condition, and was very natural under the circumstances.

Mr. Mason produced the "characters" of the defendant from the time he was on the training ship up to the present.

Defendant, giving evidence in regard to the first charge, admitted having taken a little more than was good for him, though he knew what he was doing. He observed that the main ropes had got slack through the action of the rising tide, and the quarter-master was asleep, as usual, when witness went to him about the matter. He told him to make the rope taut, and asked him why he did not look after the gangway. The quarter-master gave him some "cheek," and flatly refused to comply with his order. Witness then slapped him on the cheek, and got another quarter-master to make the rope taut. In regard to the second charge, witness said his attention was attracted by a strange light on the port bow, and he was looking at it for about 10 minutes, the result being that he lost his four-point bearings.

In answer to Captain Wilde, witness said he had been to sea for 19 years. He agreed that he ought to know the duty of an officer and that all orders of the master should be obeyed.

Evidence was also given by the third engineer, Mr. Herbert Cranston, who deposed that defendant had only one drink with him before the occurrence on the night of the 7th July.

The Court found that both charges of misconduct were proved, and ordered that defendant's certificate of competency should be suspended for two calendar months.

A PROJECTED MACHINE GUN FACTORY.

It is reported that the Authorities at Canton contemplate establishing a factory for machine guns, of which the present stock is very low. It is estimated that the necessary plant and machinery for this factory will cost \$380,000.

THE MAGISTRACY.

A GAMBLING GROUP.

Before Mr. F. A. Hazeland yesterday, Inspector McHardy charged 11 Chinese with gambling at Wanchai. The first man was fined \$75, or a month's hard labour in default, and the remainder were fined \$5 each, or 14 days.

PROSECUTION UNDER THE STAMP ORDINANCE.

Before Mr. C. D. Melbourne yesterday the case was resumed in which Messrs. Moutrie & Co. were charged as employers with an offence under the Stamp Ordinance. At the previous hearing it was stated that the defendant Company's shroff presented a bill for \$17.50 to Mr. F. C. Jenkin, but the latter contended that he only owed \$14, and accordingly paid that amount only. The shroff gave a receipt for \$14 "on account," declaring he would not stamp the receipt until the full amount had been paid. Evidence was given by Mr. A. E. Paine, manager of the defendant Company, to the effect that the shroff was not acting in accordance with his instructions in refusing to stamp the receipt. He was provided with an unlimited number of stamps, and had express directions to stamp receipts of all amounts over \$10. Mr. P. W. Goldring (for the defence) said the question was entirely as to whether the shroff was acting within the scope of his authority. He submitted that the employer could not be liable for the acts of his servant in this matter. The Court had the evidence of Mr. Paine, as to the directions given to the shroff, and it was not for Mr. Paine to go round and see that the shroff did his duty. So long as the servants acted within the scope of the authority given them by their employers then the employer was responsible, but in this case he submitted that he was not acting according to instructions. Mr. Goldring quoted Bowstead and others on this point, and his Worship said he would consider the case and give a decision on Tuesday afternoon at 2.15.

PROSECUTION BY THE DAIRY FARM CO.

A Chinese milk-seller was charged before Mr. Hazeland with an offence under the Merchandise Marks Act. Mr. H. L. Dennis, jun., of Messrs. Dennis & Bowley, appeared for the prosecution. It appeared that a Chinese detective sent a coolie into the defendant's shop in Stanley Street to buy a bottle of milk, and the prosecution alleged that the milk was supplied in a bottle belonging to the Dairy Farm. Mr. Dennis said he would prove that the bottle sold was the property of the Dairy Farm. The bottle had the name of the Company printed on it in English and Chinese. He would also prove that the bottle of milk was sold at a lower price, namely, at 10 cents. Evidence was given by Mr. Charles Mitchell, the dairy overseer at the Dairy Farm, who stated that the bottle was of the kind used by his Company in the Peak district, and that it would be used nowhere else. Mr. Dennis further said that the Company's bottles were always missing. What happened was that unscrupulous persons filled up these bottles for servants who came down. They paid only 10 cents, instead of 12 cents, and there was nothing to show their employers that the milk was not that sold by the Dairy Farm. Defendant denied selling the coolie the bottle of milk, and said that even if a person brought a Dairy Farm bottle and asked that it should be filled he would refuse to do it. A police officer had searched the whole of the premises for bottles of the Company, but could find none. His Worship said that was only one solitary instance. Mr. Dennis said he did not suggest that this thing was habitual because, as the defendant had said, they could find no other bottles. Defendant was fined \$25 or one month's imprisonment.

STEWED TEA.

If allowed to stand stewing for long tea is nothing short of a poison, says Dr. Musgrove in "Nervous Breakdowns," for then it is converted into a concentrated extract of tannin, which has a most irritating effect on the wall of the stomach, producing a secretion of acid liquor, causing heartburn and perhaps injuring the delicate mucous membrane to the point of ulceration.

There is also another deleterious substance present called thein, and this has a specially pernicious influence on the nervous system when taken in excess. If tea is drunk within a few minutes of being made there is just enough of this alkaloid to produce a pleasant, refreshing effect without any harm being done. Yet even when prepared in this way, but taken too frequently, the accumulated effect of repeated small doses is as injurious as a large one, causing nervous irritability and sleeplessness.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

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SHANGHAI.

QUARTER-MILE SWIMMING CHAMPIONSHIP.

AN EASY WIN FOR FINCH.

The swimming race for the quarter-mile championship of the Colony took place at the V.R.C. last night, and a large attendance assembled to witness this interesting event. Some of the best of local swimmers entered, and it was generally expected that a keen race and an exciting finish would be witnessed. Contrary to expectations, however, the race proved a one man event, the man who is reputed to hold some English championship, having more was expected of the local men than they accomplished, but the record breaking time in which Finch covered the distance indicates that while some of the best of Hongkong swimmers were doing their best, they were less accomplished exponents of the natatory art.

The race took place in the open water outside the V.R.C., and while the Club premises held numerous spectators, many more lined the Praya wall and crowded on Murray Pier. The starters were, A. A. Claxton, J. C. Finch, C. J. Cooke, R. Lee and L. C. R. Souza. The men went off to a good start, and generally swam with a comfortable long-distance stroke. Finch took early precedence, and, naturally, was closely followed in the preliminary lengths. Lee dropped out before the first length had been negotiated, but Souza, although he was never in it, continued gamely until the finish. Finch slightly increased his lead in the second length, Claxton and Cooke following in a close partnership. In the third, Powell's man made perceptible headway, and Cooke, who had fallen behind Claxton at the beginning of the length, once more began to overhaul him. In the fourth length Finch led comfortably, while Cooke overhauled and passed Claxton. The fifth turn saw the leader with an advantage which neither of the men following him could, barring accidents, possibly hope to redeem, while Cooke, who was in second position, led Claxton by a couple of lengths. Then the last turn was made and the last half length negotiated, Finch passing the winning line with a lead of at least twelve yards, while Cooke took second place from Claxton by a couple of yards.

Finch's time was 6min. 00 4/5secs., a smashing record on the standing time for this event. 6min. 18secs., which was established by Logan. As was mentioned at the V.R.C. yesterday after the race, Logan was never pushed, but it can be said with equal truth that Finch was not pushed in this event, and, further, that he has not yet been seen at his best in Hongkong. He is certainly an acquisition to the local swimming brigade, and if Hongkong decide to send a team to Shanghai this year, should have his name heading the list, for he is the only man in the Colony at present who may be expected to contest the purely swimming events with Berthet, the Shanghai representative who won every interport swimming race at the last carnival here. C. J. Cooke, who swam second in yesterday's race, covered the distance in 6min. 20secs., which may be regarded as very good time for a veteran, particularly having regard to the fact that it is only two seconds above the previous record time for this distance.

NEW MARCONI CONTRACT.

\$28,000 EXTRA COST FOR SIX STATIONS.

Terms of the new contract which the Post Office have negotiated with the Marconi Company for the erection of the Imperial wireless chain were communicated to the House of Commons last night by Mr. Herbert Samuel, the Postmaster-General. They are based on the old contract with these variations:—

An increased price for each of the six stations based on the rise in the cost of materials, and estimated to be £26,000—a total of £28,000.

Payment by instalments instead of no payment till stations are completed.

Contract not to be binding unless ratified by the House of Commons before August 21st.

While the contract will apply firmly to the first six stations, the Government have the right in the case of three additional stations in South Africa, India, and the Malay Peninsula to call the company to cease work and instal other apparatus.

The 10 per cent. royalty on the patents in the old contract was resisted by Mr. Samuel, but the Company "preferred not to have the contract rather than give that up." The royalty will be paid only on the receipts of stations where Marconi patents are used.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 1st August state:—

The market for local stocks has again ruled quiet, and several stocks have weakened, due to forced selling and the disturbed state of affairs in China. The London market for "Oils" has still an upward tendency, and "Tins" are stationary. "Rubbers" being slightly easier. Fine Hard Para Rubber is quoted at 3/7 per lb., and Plantation sheets at 2/8 1/2. The open market rate of discount is advised as 4 1/2 per cent., and the Bank of England rate remains unaltered at 4 1/2 per cent. Bar Silver is quoted at 27 1/2 for ready delivery, and 27 9/16 forward. Sterling T.T. at 1/11 1/2. Shanghai T.T. closes at 73 and Singapore T.T. at 85. Consols are unchanged at 73.

BANKS. Hongkong and Shanghai Banks have been sold at \$800, and the London quotation is the same as last week, viz., \$80.

MARINE INSURANCES.—Unions have weakened during the week, and sales have taken place at \$786. Cantons are still wanted, and close with buyers at \$297. North Chinas are still in request at Tls. 137, and Yangtzes close with a nominal quotation of \$195.

FIRE INSURANCES.—China Fires at \$147 and Hongkong Fires at \$356 are still wanted at these figures.

SHIPING.—Hongkong, Canton and Macao have been dealt in at \$27, at which price they close with buyers. Indo-Chinas are slightly easier and are now on offer at \$80. China Manilas have been neglected and close with a nominal quotation of \$10. Douglases are inquired for at \$31, and Star Ferries are now wanted at \$54 1/2.

OILS.—Shells have been inquired for by London at the improved rate of 110s, but now close easier with a nominal quotation of 110s. Ural Caspians have again improved, and have a middle quotation of 50/6. Mexican Eagles are also better with a middle quotation of 49/3. Langkats have had numerous dealings in them, but owing to forced sales in the North have weakened, and now close with sellers at the reduced price of Tls. 31.

REFINERIES.—China Sugars have been a weak market, and declined to \$95, at which figure sellers have come forward. Luzons are unchanged from last week, viz., \$35 sellers.

MINING.—Tronohs remain practically unchanged but close with the slightly improved rate of 37/6 middle. Raubs are easier, and close with buyers at \$3. Heavwoods are unchanged with a nominal quotation of 3/6. Chinese Engineerings and Pahangs are unaltered with a middle quotation of 30/- and 9/- respectively.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves have again been the medium of considerable business, and now close with buyers at \$95 1/2. Hongkong and Whampoa Docks again have attracted attention, but close easier this week with sellers at \$83. Amoy Docks are unchanged with sellers at \$84. Shanghai Docks have buyers at Tls. 52, and Hongkew Wharves are on offer at Tls. 109.

LANDS, HOTELS AND BUILDINGS.—Hongkong Hotels are still in request at last week's prices, viz., \$124 and \$91 for the old and new shares respectively. Hongkong Lands are wanted at \$116 ex dividend, and Kowloon Lands have improved to \$45, at which price they are now inquired for. West Point close with a selling quotation of \$72 ex dividend. Humphreys Estates have hardened and close with buyers at \$9.

TOERANGIE (SUMATRA) RUBBER.

The report of the Toerangie (Sumatra) Rubber and Produce Estates, Limited, states that at October 31st the planted area of the company's rubber estate was the same as shown by the prospectus, i.e., 1,000 acres. An area of approximately 200 acres new clearing was taken in hand shortly after the close of the financial year, and was planted up early in 1913. This brings the total area under rubber up to approximately 1,200 acres. When the company took over the estate an area of about 155 acres was under heavy weeds. The clearing up of this land was immediately undertaken, and has, in conjunction with the rest of the planted area, been kept clean-weeded since. Very few cases of diseases were discovered during the period, and these were successfully treated whenever they appeared. The estate all over is in very good condition, and the young rubber trees show healthy development. The directors have decided to open and plant with rubber a further area of 800 acres during the current year. The area under cultivation for tobacco was 220 fields, or approximately 395 acres, 113 fields being interplanted in rubber, and the balance kept as a separate cultivation. The 1912 crop weighed into the fermenting shed amounted to 1,950 piculs (247,500 half-kilograms), or an average of 9 piculs per field. This crop, which suffered severely from adverse climatic conditions, and is consequently of somewhat inferior quality, is at present being sold in Amsterdam. One hundred and seventy fields, or approximately 290 acres, are being planted in respect of the 1913 crop. The directors have decided to relinquish the cultivation of tobacco after the harvesting of the 1913 crop. At October 31st the labour force on the company's estates numbered 734, and the health of the coolies has been very good.

INTIMATIONS

DANDRUFF AND FALLING HAIR Prevented by

Treatment with CUTICURA SOAP

And Cuticura Ointment. Directions: Make a lathering and rub gently with Cuticura Ointment. Continue until whole scalp has been gone over. Next morning shampoo with Cuticura Soap. Shampoo alone may be used as often as agreeable, but once or twice a month is generally sufficient for this special treatment for women's hair.

Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. book free from nearest depot: New York, 27, Charleston St.; London, E. Town; & Everywhere. S. J. Betines & Co., Ltd., Agents, Hongkong.

COTTON MILLS.—Hongkong have been sold at \$91, and now close with buyers at same figure. The following are the official quotations received from the North to-day, viz.:—Ewos Tls. 124 buyers and Soy-chays Tls. 40. Local quotations for the following stocks are, viz.:—Shanghai Cotton Tls. 150 nominal. Kung Yiks Tls. 17 and Laou Kung Mows Tls. 100 sellers.

MISCELLANEOUS.—China. Providents are on offer at \$9. Lowest \$180. Union Water-works at \$172. Fisheries at \$3. Pulpas at \$20. China Light and Powers at \$4. Hongkong Electric at \$401, and Green Island Cements at \$55. Hongkong Electric Tramways are wanted 7/4, and Steam Laundries have buyers at \$4. China Borneos remain unchanged at \$103 nominal.

LONDON QUOTATIONS.—To hand this morning by wire from our Agents are as follows (all middle price):—

Tronoh Mines 57/6
Pahang Consolidated 5/6
Ural Caspians 50/6
Malayan Tin 45/-
Malayan Boreas 45/-
Mexican Eagles 49/3
Rubber Trusts 2/1 premium.
Eastern Trusts 13/9
Shell Transports 110/6
Indo-China (Combined) 165/-
Chinese Engineering 30/-
Hongkong Electric Trans. 7/3

THE POPULATION OF THE STRAITS SETTLEMENTS.

In a recent number of the Journal of the Royal Asiatic Society (Straits) Mr. Hayes Marriott gives some interesting figures of the growth of the population of the Straits, based since 1860 on the census returns. Here are some of the figures:—

1855.—Perak 35,000, Selangor 12,000, Pahang 40,000, Johore 25,000, Kedah and Ligor 50,000, Kelantan 50,000, Trengganu 50,000.

1860.—Straits, 248,000; 1871, 308,997; 1881, 423,334; 1891, 512,905; 1901, 573,781; 1911, 722,075 persons.

1924 10,638 31,207 28,565
1830 15,634 77,160 34,482
1840 29,681 31,207 28,565
1850 50,792 124,772 63,358
1871 97,111 133,230 77,736
1881 139,405 180,597 93,579
1891 158,117 235,618 92,170
1901 230,845 249,417 95,539
1911 317,849 279,274 124,952

TOERANGIE (SUMATRA) RUBBER.

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BANDMANN
OPERA CO.
WEDNESDAY, AUGUST 13TH.

Special Revival by Request.

"THE PINK LADY."

THURSDAY, AUGUST 14.

The Ever Popular and Fascinating

"THE DAIRYMAIDS."

From the Apollo Theatre, London.

FRIDAY, AUGUST 15.

FAREWELL PERFORMANCE this year,

when Hongkong's Favourite Musical Play

will be staged.

"AUTUMN MANOEUVRES."

From the Royal Adelphi Theatre, London.

Doors Open at 8.30. Commence at 9 sharp.

Booking at MOUTRIE'S.

PRICES: \$3.50; \$3; \$2 & \$1.

Hongkong, 2nd August, 1913. [932]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

MONDAY, 4th August, 1913, being a BANK HOLIDAY, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS.

By Order,

A. R. LOWE,
Secretary.
Hongkong, 1st August, 1913. [933]

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A. R. LOWE,
Secretary.
Hongkong, 1st August, 1913. [934]

WATKINS, LIMITED

(In Liquidation).

NOTICE IS HEREBY GIVEN that a FIRST and FINAL DIVIDEND of Return of Capital of \$4.25 per Share was Declared at a Meeting of Shareholders held on 31st July, 1913, and will be paid on application at the Office of Messrs. LOWE, BRINCHAM & MATTHEWS, New Government Buildings, Hongkong.

E. A. M. WILLIAMS,
Liquidator.
Hongkong, 1st August, 1913. [935]

TO LET.

"EDGEHILL," GA, THE PEAK. Five minutes from Train Station.
Apply—
A. RAYMOND.
Care of S. J. DAVID & Co.
Hongkong, 2nd August, 1913. [936]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—
Far Eastern News.

Leading Articles:—
China and Textiles.
Woe Threatening at Canton.
Japanese and the Chinese Rebellion.
Education in China.
Indian Immigration in South Africa.

Random Reflections.
Hongkong.
The Magistracy.
Supreme Court.
A Larger Dock for Dairies.
Telegrams.
Sanitary Board.
Hongkong Legislative Council.
Sales of Crown Land.
Obituary.
The Revolt.
Canton News.
Departure of Major-General Anderson.
Correspondence:—
A Dangerous Road for Motor Traffic.
The U.S. Consul-General on Baguio.
The Relations of Motor and Servant.
"Great Britain" in Chinese.
Railway Projects in Yunnan.
Trade of Wuchow and Nanning in 1912.
Slavery in the Philippine Islands.
Industries in China.
Manifesto by Dr. Sun Yat-sen.
Affairs in Tibet.
Changes at Amoy.
The Nippon Yusen Kaisha.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent; including postage, 34 cents each.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 2nd August, 1913.

NEW ADVERTISEMENTS

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 2nd inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 7th inst., at 5 p.m., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 8th inst., at 10 a.m.

All Claims must be filed on or before 14th inst., otherwise they will not be recognized.

S. MORIMOTO,
Agent.

Hongkong, 31st July, 1913. [931]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 1st August, 1913. [930]

ENTERTAINMENT

THEATRE ROYAL.

LAST NIGHT!

THE WORLD FAMOUS

CHUI

KWAN

LOK

HING

COMPANY OF MAGICIANS

FROM PEKING.

T-O-N-I-G-H-T

SATURDAY, 2ND AUGUST,

COMMENCING AT 9 P.M. SHARP.

PRICES:

Circle \$3.00

Stalls \$2.00

Pit \$1.00

Booking at MOUTRIE'S.

Hongkong, 29th July, 1913. [919]

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 4th August.

Hongkong, 1st August, 1913. [927]

KOWLOON-CANTON RAILWAY

(BRITISH SECTION).

NOTICE.

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave Kowloon for SHING SHUI (FANLING GOLF LINKS) at 8.35 a.m. on MONDAY, 4th August, 1913, calling at TAIPO at 9.00 a.m. and arriving SHING SHUI at 9.12 a.m.

By Order,

H. P. WINSLOW,
Manager.
Hongkong, 31st July, 1913. [928]

MASSAGE

SKILLFUL, Safety in the General or Electric.

MISS MORITA,

Care of NOKURA HOTEL,

15, 16 and 17, Connaught Road

Opposite Blake Pier.

Hongkong, 8th May, 1913. [652]

SHAMEN-BRITISH

CONCESSION.

FOR SALE

VALUABLE BUILDING LOTS on the

BRITISH CONCESSION.

TWO-THIRDS OF LOT 67.

Situate at the back of the Canton Club

having a frontage to bund facing the canal

about 80 feet and depth of about 140 feet with

area of measurement 8,430 square feet about.

ALSO LOT 3.

In the middle avenue having a frontage thereto

of 120 feet, a depth of 140 feet and an area of

12,645 square feet.

ALSO LOT 62.

At the back of Lot 3, adjoining with a frontage

to the canal of 120 feet a depth of 140 feet and

area of 12,645 square feet.

For particulars apply to—

Mr. HERBERT F. DENT,

HERBERT DENT & Co., Shamshien.

906

INTIMATIONS

LANE,
CRAWFORD & Co.

TELEPHONE 97.

HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS

IN ALUMINIUM, ENAMELLED STEEL, ETC.

THE "WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED

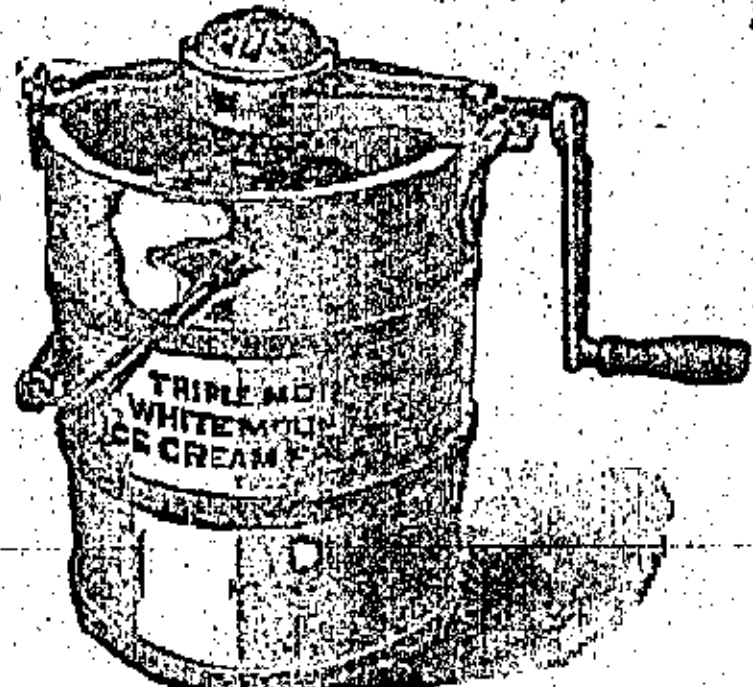
IN

10 SIZES.

1 QUART

TO

12 QUARTS.



TRIPLE

MOTION.

MAKES

DELICIOUS CREAM

IN THREE MINUTES.

TEAKWOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING

COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

BERKEFELD FILTERS

IN ALL SIZES.

ICE BLANKETS. ICE SHAVES. ETC.

LANE, CRAWFORD & CO.

YOST

TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants,

Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and

Accountants.

Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

4, DES VUEX ROAD, HONGKONG. SHAMEN, CANTON. [392-1]

AH MEN,

HING CHEONG & Co.,

HIGH-CLASS

TAILORS AND OUTFITTERS.

WE HAVE ENJOYED THE PATRONAGE OF THE OFFICERS

OF THE ARMY FOR OVER 20 YEARS.

ORDERS PROMPTLY ATTENDED TO AND CARRIED OUT WITH PRECISION.

No. 8, QUEEN'S ROAD CENTRAL, HONGKONG.

All Contracts entered into by us bear our Chop and the Personal Signature of

either of our two Managing Partners, viz. —

TO SHEK TSUN (杜石泉), OR

TSE PUN SHANG (謝本生).

No Contract will be considered as Valid as against the Firm unless Signed

as above.

Hongkong, 29th July, 1913. [918]

KOWLOON-CANTON RAILWAY

(BRITISH SECTION).

NOTICE.

IT IS HEREBY NOTIFIED that the

DOWN EXPRESS TRAINS from

CANTON and the UP EXPRESS TRAINS

from Kowloon will CEASE calling at Yau-mati

on and after 1st August, 1913.

By Order,

H. P. WINSLOW,
Manager.
Kowloon, 29th July, 1913. [920]

NOTICE.

WE have much pleasure in announcing to

our Numerous Patrons and Customers

that we have Opened a NEW SILK STORE

in the most up-to-date Style and Fashion at the

Large and Commodious Premises No. 39 and

40, QUEEN'S ROAD CENTRAL, lately occupied

by Messrs. H. Butterfield & Son, where we are

displaying an entirely new, Handsome and

Gorgeous Stock of SILK GOODS and

JEWELLERY WARE of all Descriptions in

a Variety of New, Elegant and Attractive

Designs and Patterns.

The Stock Includes a Choice Selection of

Turkish, Persian and Indian SILK CARPETS

and WOOLLEN RUGS in Chaste and Elegant

Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE
DOLLAR per Share for the Six Months
ending 30th June, will be PAYABLE on
TUESDAY, 5th August, on which date
Dividend Warrants may be obtained on
application at the Company's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 25th July to the
5th August, 1913, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary. [850]

Hongkong, 22nd July, 1913.

HONGKONG AND SHANGHAI BANK
ING CORPORATION.

NOTICE IS HEREBY GIVEN that
the ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY HALL,
Hongkong, on SATURDAY, the 16th day of
August, 1913, at Noon, for the purpose of
receiving the Report of the Court of Directors
together with a Statement of Accounts to 30th
June, 1913.

The REGISTER of SHARES of the
Corporation will be CLOSED from MONDAY,
the 4th August, to SATURDAY, the 16th
August, 1913 (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Court of Directors,
N. J. STABE,
Chief Manager. [925]

Hongkong, 31st July, 1913.

INTIMATIONS

IN THE MATTER OF THE COMPANIES
ORDINANCE No. 1 of 1865,
AND
IN THE MATTER OF GEO. FENWICK
& Co., Ltd. (In Liquidation).

NOTICE IS HEREBY GIVEN in
pursuance of Section 176 of the
Companies Ordinance, No. 1 of 1865, that the
SECOND ANNUAL GENERAL MEET-
ING of Members of the above-named Company
will be held at the Office of the Liquidators,
No. 5, Queen's Road Central, Hongkong, at
12 o'clock Noon, on WEDNESDAY, the
6th day of August, 1913, for the purposes
provided for in the said Section.

PERCY SMITH, SETH & FLEMING,
Liquidators.

Hongkong, 29th July, 1913. [917]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British
Territory favoured with a "Magnificent
Climate." Preparation by Experienced and
Qualified Teachers for Entrance to Schools in
England, or for Commercial Life in the East.
New School-House to be the sea. Recreations:—
Swimming, Rowing, Cricket, Football, etc.
For terms apply to the Headmaster,
HERBERT L. DEER, L.C.F.

1085

AUCTIONS

G. R.

SALE BY PUBLIC AUCTION

OF

H.M.S. "ALACRITY"

(Late Admiral's Yacht),

On TUESDAY,

the 2nd September, 1913, at 11 a.m.,

on Board,

As she lies at H.M. Naval Yard, Hongkong

and without restriction as to disposal.



**NAPIER
JOHNSTONE'S**

SQUARE BOTTLE

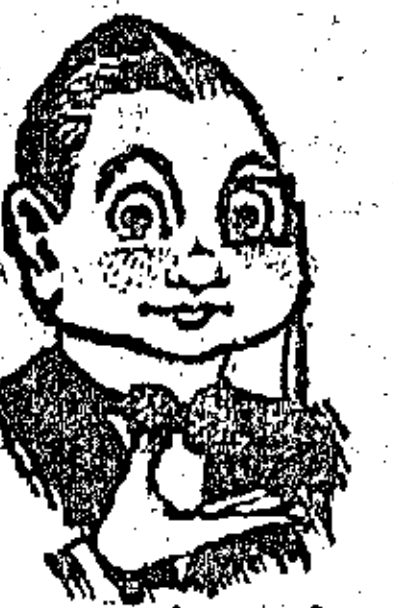
WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



An astonishing
brilliance of finish
is produced in a few moments if
you use MELTONIAN CREAM—
and the brilliance lasts. Nothing
else so well preserves the new
look, or so effectively imparts
like suppleness to black leather;
nothing so surely adds to its life.

**Meltonian
Cream**

For heavier footwork some prefer the equally
excellent MELTONIAN PASTE (brown or black).
Sold by all Bootmakers, etc. Manufactured by
H. Brown & Son, Ltd., Garlick St., London.

50c-3

**GIBBS
MEDICAL CARBOLIC
SOAP**

Guaranteed 100% Pure Carbolic
Specially prepared for use in
hot climates. It is sold
privately against infection
and by far the best line on
the market.

851

**Famished
Hair Cells**

Hair-failure is due to starved roots and cells.
All the organs of hair troubles vanish if you
stick to the cure. It is the same in every ill.
You must go right to the heart of the trouble.
What the hair, languishing, drooping hairs

call for

For an adequate food—a real nutriment.
ROWLAND'S MACASSAR OIL gives an
immediate new vitality to the hair roots and
the "feeding" cells beneath them. It produces
a soft, shiny skin and restores a full, luxuriant
growth, radiating a true natural hair-health
Softly perfumed with Oil of Rose. Supplied
in Gold Tins for fair hair.

**ROWLAND'S
Macassar Oil!**

is sold by Stores, Chemists, and
ROWLANDS, 67, Hamilton Garden,
London.

Avoid cheap imitations with the same
or similar name.

**MARTIN'S
APIOL & STEEL
PILLS**

**MARTIN'S
APIOL & STEEL
PILLS**

M. BEETHAM & SON,
CHELTENHAM, ENGLAND

HONGKONG TRADE.

REPORT BY THE UNITED STATES CONSUL
GENERAL.

Reporting on the foreign commerce of
Hongkong during 1912, the American
Consul-General, Mr. George E. Anderson,
writes:—

With few exceptions the trade of the
Far East during 1912, as compared with
recent years, was quite satisfactory.
This prosperous condition naturally was
reflected directly in the trade of Hong-
kong, which, of all the great ports in the
world perhaps, most directly and com-
pletely depends upon the prosperity of its
neighbours for its own prosperity. The
trade year in the Philippines was an
exceptional one, and the Hongkong-
Philippine trade was the largest in the
history of such relations. In spite of
political unrest and uncertainty in China,
high exchange which militated against
heavy Chinese exports, and the restriction
of credits due to disturbed conditions, the
trade with China was much more satis-
factory than seemed possible at the begin-
ning of the year. The satisfactory rice
crops in Siam and Indo-China were re-
flected in increased trade in and through
Hongkong in this grain, in which the
United States and its island territories
had an increasing part. The extraordi-
nary demand for shipping tonnage the
world over caused increased shipping
activity in Hongkong and in the Colony's
trade territory. Hongkong also prospered
locally in many ways, its great
shipyards, cotton factories, and other
industrial establishments enjoying a
favourable year. Perhaps the dominant
feature of the entire situation may be
said to be the extraordinary vitality
shown by the import and export trade of
China under the most unfavourable con-
ditions—unsettled government, credit,
and monetary medium, rumours of war,
etc. The great mass of the Chinese people
continues industrious and thrifty, pro-
ducers and traders largely independent of
and indifferent to political and other
changes which would overwhelm a less
conservative, compact, and numerous
people.

THE OUTLOOK.

The prospects of trade in China and in
Hongkong's trade territory generally at
the opening of 1913 were the brightest for
several years. The inauguration of many
reforms calling for modern equipment of
various sorts, the establishment of various
new industries in many parts of China,
development in other ways along foreign
lines, and the introduction of foreign
ideas and foreign goods promise increased
imports from abroad and an increased
and stimulated production of Chinese
goods. While it is probable that exchange
will decline materially it seems likely that
such decline will improve the situation,
for while high exchange would favour
imports from abroad the situation of
China at the present time demands a good
market at profitable terms for Chinese
products and this can come only with
lower exchange. Stocks of nearly all
goods in Hongkong are low, and buying
upon a large scale will be renewed when
more settled conditions obtain. Buying
for the immediate needs of the market in
any event will be material. The prosper-
ity and advancement of the Philip-
pines affect Hongkong trade directly and
favourably, while improved crop con-
ditions in Indo-China, Siam, Burmah,
and other points driving upon Hongkong
for supplies or distributing their products
through Hongkong promise much for the
year's business.

CHINA COAST FREIGHT RATES.

It seems apparent, writes the United
States Consul-General at Hongkong, that
the crisis in freight rates along the east
Asiatic coast, which have been ranging
abnormally high for some time, has been
reached, and that a readjustment is
imminent. These rates directly and at
times indirectly affect the trade of the United
States, since, making up the total of
similar goods exported to the United
States through Hongkong, but brought to
this port by local steamers for trans-ship-
ment to the ocean liners.

The situation in the general coast trade
is somewhat complicated by the fact that
there is a "conference" governing freight
rates between Hongkong and the Philip-
pines, another governing the rates on
freight from West River points and
Canton to Hongkong while at the same
time, freights to the Yangtze River
district and to and from the ports of the
Yangtze to coast ports in the vicinity
have been raised by a direct combination
among the lines of steamers concerned.
The freight situation in Hongkong and
South China has materially changed in
the past two weeks largely because of a
change in the rice situation in Indo-
China. As a result of the increased
supply of rice in the markets of the
Far East and lowering prices for the
grain, Saigon rice producers have stopped
shipping their product, with the result
that a large amount of tonnage normally
employed in this rice trade has been
released and is now upon the freight
market. Freights have fallen immediately,
that on rice from Saigon, for example,
falling from c.18 to c.9 local currency
(about c.9 to c.5 gold) per picul of 133
lbs., although the latter rate is above the
usual freights obtaining in recent years.
While rates have been lowered for the
time being, it seems probable that the
unemployed tonnage will be soon absorbed
by other trades.

The influence of the Canton and West
River conference and of the Philippine
conference is in the direction of maintain-
ing rates, and while there is no combina-
tion of coasting steamer lines, directly,
most of the lines concerned in the trade,
including the Indo-China Steam Naviga-
tion Company (Jardine Line), the China
Navigation Company (Butterfield &
Swire Line), the China Merchants Com-
pany (Chinese Line), and the Osaka
Shosen Kaisha (Japanese Line), are all
directly concerned in other combinations,
and recently effected a new combination
in connection with the shipping on the
Yangtze River and to points along the
central China coast, as a result of which
rates were advanced on various com-
modities ranging from 10 to 30 per cent.
There seems to be no prospect of any
break in coast freights in a way to affect
trans-Pacific or other rates on com-
modities, but it is probable that it will
take some time for local freights on the
China coast to reach a stable basis.

**WM. POWELL,
LTD.**

TELEPHONE 346.

HIGH-CLASS

GENTLEMEN'S OUTFITTERS

"SAXONE"

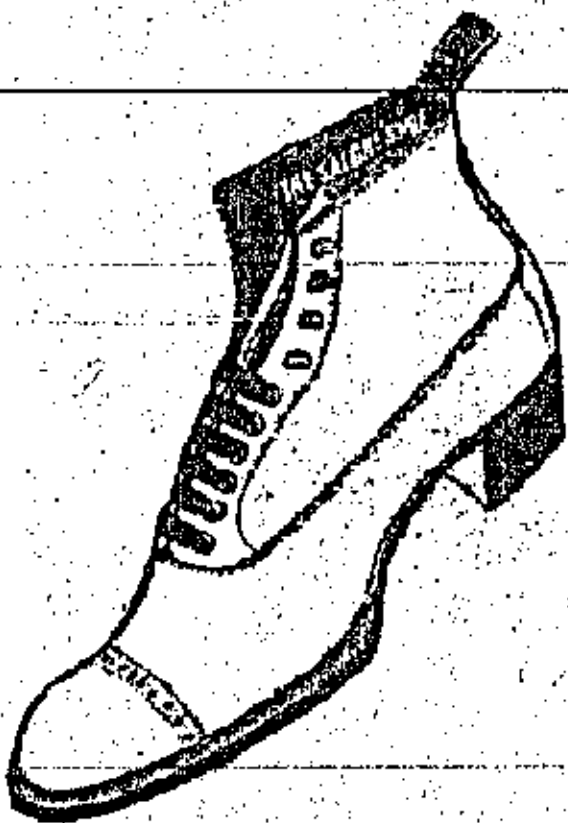
FOOTWEAR FOR GENTLEMEN

BOOTS

\$11.00

SOLE AGENTS

HONGKONG.



SHOES

\$10.00

SOLE AGENTS

HONGKONG.

(EACH PAIR GUARANTEED.)

WM. POWELL, LTD.

JAVA AND JAPAN TRAFFIC.

A change of some importance in south-
east Asiatic freight matters comes in the
trade being developed by subsidised
Japanese lines in coal to Singapore and
points in that vicinity, thence in ballast
to Java for a return cargo of sugar from
Java to Japan. The recent failure of
Taiwan (Formosa) to supply Japanese
needs in sugar has resulted in compara-
tively heavy imports of Java sugar in
Japan. Heretofore much of this sugar
was shipped to Hongkong on local
steamers and transhipped for Japan, but
with the stimulus of outgoing coal cargo
to Singapore and of return cargo of
sugar, all under the encouragement of the
Japanese Government, Japanese vessels
are now taking most of the trade for
Japan direct. In the meanwhile there
has been a considerable increase in the
shipping service from the East Indies to
Hongkong and Japan, the Java line of
steamers, for example, now putting into
service a new 12,000-ton ship, with others
to follow.

ADMIRALTY OIL RESERVES.

It is matter of common knowledge,
writes a London financial journal, that
during the past two years the British
Admiralty have been making fairly
extensive provision for the storage of oil
fuel. At Portsmouth, for instance, there
are now close on a score of tanks either
constructed or under construction, while
at Invergordon ten tanks have been laid
down. Similar tanks—each of which is
capable of holding 6,000 tons—have been
erected at various other points convenient
for oiling the various units of our fleet.
In addition, it now transpires that the
Admiralty are accumulating substantial
reserves in the storage tanks of the
Scottish mineral oil companies. These
tanks are, of course, convenient to the
Royal Naval Base, which promises to be
one of the most important bases on our
coasts. This oil is of the variety known
in the trade as "lighthouse" oil, being
a grade of gas oil. It has already been
used extensively by the British Admiralty,
and from every point of view has yielded
excellent results. The Admiralty, it is
understood, have intimated to the Scottish
mineral oil companies that they are quite
prepared to take every ton of such oil that
can be produced, and are paying a price
which, while not exorbitant, leaves an
adequate margin of profit. In addition,
the Admiralty are ready buyers of heavier
residue oils for use in adapted furnaces.
The price received for this is also a fair
one, and might almost be described as
"found" money to the Scottish mineral
oil companies, which at times were sore
put to it to find a market for such oil.

-AN "EMPERESS OF ASIA" INCIDENT.

LAUNCH IN MID-OCEAN.

By kind permission of Commander S.
Robinson a unique ceremony took place on
July 18th on board the R.M.S. *Empress
of Asia* on her maiden round-the-world
trip—in the shape of the launching of a
model over six feet long of the above-
named ship built by Mr. W. R. Cowan,
the ship's carpenter.

The model is engine and fitted with
electric light throughout and built to the
scale of one-eighth of an inch to the foot,
the launching ways being of the same
scale. The motor is one of the Bassett-
Lowke, Ltd. type, called the "Nautilus"
(a powerful little 6-volt motor of the
"Twin Gear" box, but to get the four
propellers in action the outer shafts had
to be geared to the main shafts by small
cog wheels, thereby working all propellers
by the one motor. The power of the motor
and lights are received from a 4-volt, 60-
watt accumulator. The hull is planked
with three-sixteenth of an inch sycamore
wood and secured to the "sections" by
brass screws.

When everything was in readiness, Miss
Hilda Woodcock, one of the passengers,
pressed an electric button, which released
the "iron stoppers" or "daggers," and
amidst hearty cheering the ship slowly
glided down the ways into the "Tarpaulin
Sea."

The Captain, officers and passengers
were united in their praise of the
ingenuity displayed by the builder in the
construction of the model and the making
of the "ways" which was all carried out
to scale.

After the ceremony many of the passen-
gers took photographs of the model and
its builder.—*Singapore Free Press.*

THE TRADE OF THE STRAITS SETTLEMENTS.

The report on the year's trade showed
1912 as a satisfactory year. The export
volume of trade was practically station-
ary, but the values increased. The mer-
chandise imports totalled \$28,413,000,
dollars, and the exports \$30,742,000,
in each case a substantial increase. Colonial
interport trade was practically stationary.

IF YOU ARE
"OUT OF SORTS"
OR
"LIVERISH"



Nothing keeps a man or woman down like indigestion or liver trouble.
nothing braces them up so quickly or so surely as a course of Mother Seigel's
Syrup, the digestive tonic and stomachic remedy, made of roots, herbs and
leaves. It tones and strengthens the stomach, stimulates the liver and bowels,
braces the nerves, purifies the blood, creates appetite, and assists digestion.
Thirty drops taken after meals, will make and keep you well and strong.

**MOTHER
SEIGEL'S SYRUP**

"At one time indigestion nearly wrecked my health. I had begun
to despair of ever being cured when my attention was called to Mother Seigel's
Syrup. Very soon that wonderful remedy set me right, and for years since
I have been a strong and healthy man. I attribute that fact to Mother Seigel's
Syrup." Mr. J. SEDGWICK, Salters Rd., Walsall Wood, Walsall, Staffs. 29/11/12

Is the tonic you need.

**MOUTRIE'S
PIANOS!
PIANOS!!**

ON HIRE

At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION

INCLUSIVE.

S. Moutrie & Co., Ltd.

[629-2]

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER.)

Capital Yen 10,000,000
Capital Subscribed (paid up) .. Yen 6,250,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Swatow Tainan
Anping Kobe Tamsui
Canton Nagasaki Tokyo
Fuefuki Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE,
3, DES VEXES ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be
on application.
K. TSUDZURABARA, Manager
Hongkong, 1st May, 1913

**NEDERLANDSCH-INDISCHE
HANDELSBANK**
(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.67 (£418,515)

HEAD OFFICE: AMSTERDAM
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives money
on Current Account at the rate of 2 per cent. per
annum on Daily Balances. Rates on Fixed
Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central
Hongkong, 23rd April, 1913.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is cor-
rected by the HONGKONG AND
SHANGHAI BANKING CORPORATION
Rules may be obtained on application.

INTEREST on deposits is allowed on the
Minimum Monthly Balances at 3½ per cent
per annum.
Depositors may transfer at their option
balance \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
N. J. STABB,
Chief Manager

Hongkong, 1st July, 1911

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
RESERVE LIABILITIES OF
PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

A. S. HEWETT,
Acting Manager,
Hongkong, 14th April, 1913.

YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 40,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 18,200,000

HEAD OFFICE—YOKOHAMA

Branches and Agencies at:
Antung-Hsiao Liao-Yang Ryojin
Calcutta Canton Kobe
Bombay Hongkong Shanghai
Canton (Dahly) Lyons Tientsin
Fungtien (Mukden) Nagasaki
Hankow Newchwang Tokyo
Harbin New York
Hokkaido Osaka
Kobe Peking

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to
be obtained on application.

EISHI ONO,
Manager

Hongkong, 31st March, 1913.

BANKS

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
STERLING \$15,000,000
SILVER \$17,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS,
S. H. DODWELL Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.
G. Friesland, Esq. W. L. Pattenden, Esq.
C. S. Gubbay, Esq. J. A. Plummer, Esq.
P. F. Holyoak, Esq. Hon. Mr. E. Shellim
G. R. Laurens, Esq. H. A. Siebs, Esq.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of Two per
cent. per annum on the Daily Balance.

ON FIXED DEPOSITS,
For 3 months, 2½ per cent. per annum
For 6 months, 3½ per cent. per annum
For 12 months, 4 per cent. per annum

N. J. STABB,
Chief Manager.

Hongkong, 8th May, 1913.

**THE MERCANTILE BANK OF
INDIA, LIMITED.**

Authorized Capital £1,500,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund 415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at 2 per cent. per annum on Daily Balances and
on Fixed Deposits at rates which may be
ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 14th July, 1913.

**INTERNATIONAL BANKING
CORPORATION.**

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 56, Bishopsgate, E.C.

BRANCHES—
Bombay Kobe
Calcutta Manila
Canton Mexico
Cebu Panama
Colon Peking
Hankow San Francisco
Hongkong Shanghai
Yokohama

CAPITAL AND SURPLUS \$7,000,000
total \$1,450,000

EVERY DESCRIPTION OF BANKING
BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year
at 4 per cent. per annum, or for shorter
periods, at rates which may be ascer-
tained on application.

BILLS NEGOTIATED AND COLLECTED
MAIL AND TELEGRAPHIC REMIT-
TANCES made.

LETTERS OF CREDIT AND DRAFTS
granted on all the principal cities in
the world.

THE BANK'S CIRCULAR LETTERS OF
CREDIT are available all over the
world.

COMMERCIAL LETTERS OF CREDIT
issued.

PURCHASE and SALE of Stocks and
Shares effected.

TRAVELLERS' CHECKS sold and cashed
GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 2nd November, 1912.

32C

NATIONAL FIGHT AGAINST HAIR-POVERTY.

Stop Your Hair Turning Grey or Falling Out!

The great campaign against Baldness, Greyness, and Hair Poverty is gathering force every day. Thousands of letters are pouring in at the headquarters of Hair-Poverty from ladies and gentlemen anxious to take part in this distribution. These letters show how serious a thing Hair Poverty is. Readers will be glad they can avoid it by means of the coupon printed below.

Cerious Results of Hair Poverty.

"I cannot get employment anywhere," writes one gentleman, a book-keeper and ledger clerk by profession, "because of my grey hair. They say I look too old—45 at least—although I assure them I am still under 40, which is the case. Can you do anything to help me?"

Ladies, too, are most anxious to secure this free health-help for their hair. "It used to be beautiful," writes one, "but now it is so thin and shiny-looking that I could cry when I see myself in the looking-glass. It makes me look years older than I really am, and it is still coming out. I shall be most grateful for anything that will stop this continual thinning and start my hair growing thickly again."

To all these applicants Mr. Edwards, the world-famous Toilet Specialist, issues one reply: "Try the Royal Way," he says, "I will send it you free."

And forthwith a complete outfit (containing everything required for turning Greyness and Baldness, and growing healthy and abundant hair) is sent as a Free Gift to the writer.

And wherever it is purchased its effects are soon shown in the rapidly improving hair of those who follow this marvelous method.

It contains the following gifts for your hair—

(1) **Trifol Hair-Poverty for the Hair.** This delightful preparation feeds the hair and stimulates the hair-roots. It makes the hair soft and glossy, and invests it with a beautiful lustre and luxuriance.



FREE TO YOU TODAY.

Here are some of the Hair-Poverty Weaknesses cured by "Hair-Poverty."

Baldness.

Falling Hair.

Thin Weak Hair.

Lank Straight Hair.

Scourf and Dandruff.

Greyness, total or partial.

Greasy Hair.

Dull Discoloured Hair.

Dry Brittle Hair.

Irritation of the Scalp.

Hair-Poverty and Cerise of all chemists and stores, or sent direct on receipt of P.O. money order.

To the EDWARDS' HAIRLINE CO., 100, High Holborn, London, England.

Dear Sirs—Please send to the address below the outfit of "Trifol Hair-Poverty." Enclosed is a stamp to pay the carriage of the outfit.

NAME.....

ADDRESS.....

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BRITISH NORTH BORNEO.

PROGRESS DURING PAST YEAR.

From the minutes of the third annual general meeting of the North Borneo Chamber of Commerce we take the following extracts:—

TAXATION.

During the latter half of our year what the Government would probably call a revision of the customs tariff took place in other words a considerable increase in various import duties was put in force, notably on sugar, tobacco, kerosene, and provisions. The proposed increase on the last named was strenuously objected to by the members of this chamber, especially by the Chinese members. A deputation of the chamber waited on his Excellency the Governor to lay out their views before him. At his suggestion the chamber has proposed an alternative tax, to take the place of the increase of the tax on provisions, and, if adopted, we think that it will be less directly felt than an increased duty on the necessities of life, and will not be open to any of its many and obvious objections. At the same time the wharf dues were revised. If we have raised no objection to the alterations made it was only because we think that on the whole they will result, if anything, in a decrease of the total amount of revenue collected. The work of collection will certainly be simplified; otherwise the new rules have nothing to recommend them. Certain branches of trade are unduly favoured, and the policy and justice of having the wharf upkept by those who use it has been completely ignored.

This is a matter which has had our frequent attention during the past year, and it is one which the Government has now taken in hand. Steamship communication with Singapore and Hongkong is now satisfactory, and our thanks are due to the North German Lloyd for the manner in which they meet the requirements of trade. Most of us consider that the rates of freight are unduly high, and at any rate on certain articles might well be reduced. Excessive rates are, in the long run, no more to the real interest of the ship-owners than they are to the shippers. I hope that the day is now not far distant when we may be able to look forward to direct communication between North Borneo and Europe as a practical possibility. Sooner or later it is, of course, bound to come, and its advent will no doubt be stimulated by the enormous cost of shipping cargo at Singapore, which is now a serious hindrance to the development of our export trade.

WIRELESS TELEGRAPHY.

As regards telegraphic communication, it is gratifying to note that an actual start has been made at Sandakan with the erection of a wireless station, and our thanks are due to the Government for having taken steps to put telegraphic communication on a reliable and business-like basis. We have reason to hope that they will make arrangements to work the wireless station here as soon as completed in connection with the United States system in the Southern Philippines, and, if so, the vexatious break-downs, which have been increasingly frequent of late, will be a thing of the past.

As regards roads, the importance and absence of which the chamber has many times brought to the notice of the Government, it is satisfactory to note that a start has now been made. As is usual when any considerable outlay of capital is proposed, nearly all of it is to be spent for the benefit of the west coast, and it is understood that about seventy miles of road construction is to be undertaken there. However, we have a definite promise that the roads in and round Sandakan shall be improved and extended, though a suggestion that the main road should be metalled out as far as the fifth mile stone was regarded as a more or less unjustifiable request. It is also understood that a survey for a trunk road across the country is to be taken in hand, and much as such an undertaking would be welcomed by all, it is scarcely likely to emerge from its present stage for some time to come.

CONTRACT LABOUR.

This is a subject which has engaged the special attention of the chamber throughout the year. The present position, as defined by the Government, is well-known to all of you and there is no point in my referring to it in detail. There is no doubt that there is a great deal of anxiety and uneasiness in the minds of all employers of labour, but personally I do not think that there exist any grounds for the very serious views taken by some employers. I cannot believe that the British North Borneo Government or the home Government will ever refuse to modify any laws they may have made if it can be shown that such legislation will entail the abandonment, or even the crippling of any established industry here.

HEALTH.

The health of the community is still far from good. Two serious outbreaks of epidemic illnesses have occurred, which occasioned considerable loss of life and great inconvenience to trade. It is gratifying to record that the Government have taken in hand the reorganization of the medical department, and it is to be hoped that the new P.M.O. will be successful in introducing the many and much-needed reforms. The question of quarantining regulations has again been under discussion, and there is reason to believe that in the near future this important matter will be put on a proper basis.

IMMIGRATION.

This is a matter the importance of which the chamber has more than once urged on the Government. It is satisfactory, therefore, to be able to record that an actual start has been made by the Government, and a settlement officer appointed, and some few immigrants have "broadly arrived." The success of this scheme will largely depend on its being efficiently and properly administered in its early days.

LIGHTHOUSES.

As you know, we have frequently urged that the time has come when some start should be made towards lighting the Borneo coast. It is understood that the Government intend to do something in this direction, though no details as to their proposals have as yet been made known. It is much to be hoped that they will not allow any initial difficulty or expense to stand in the way of erecting the several lights which the extent and value of shipping which now comes to British North Borneo waters can fairly claim to require.

The ballot for the Committee resulted in the election of the following gentlemen for the current year, viz.:—Messrs. Chan To Pin, Darby, Aston, Wardrop, Nolze, Cope and Wells.

On the motion of Mr. B. V. Seaward, seconded by Mr. Paul Nolze, Mr. J. N. Wardrop was unanimously re-elected Secretary.

ENGLISH OR BRITISH.

About the most wearisome thing we know of is the objection raised by some people to the use of the word English as a synonym for British, says a Victoria, B.C. paper. Everybody ought to know that a Scotchman is not British, when it comes down to a fine point, neither is an Irishman, nor an Englishman. If you really want British stock, when it comes to a question of ethnology, you must go to Wales or Cornwall, where you may find descendants of that stock which used to wander around Britain, clad in their valour and a little paint. If you are really and genuinely British you can pronounce Llywd without stopping to think, and, gentle reader, we would not mind if the law did not prohibit, making you a small bet that you cannot do it. Of course, the Britons, who "never will be slaves," include all and sundry residents of the British Isles, but if you are set upon being absolutely accurate, there are no British Isles, for that would make Ireland British, and to this we fancy we hear objection, all of which observations are borne out by the dictionary.

There is no legal authority for talking about the British Empire. If you want to, you can call it the British Empire, as Jemmyson did; if you want to give prominence to a rather interesting fact in overseas development, you may call it the Scottish Empire; or, if you have politics in your mind, you might not be far astray if you should say Irish Empire. But custom has made it the British Empire, and has brought it about that all the people of it no matter what may be their origin shall be called "British." This is as it should be, although we have great doubt if anyone would be willing to call a Chinese lad, born in Victoria, British. We draw the line at something, but just what that something is it would be hard to define.

There is a certain class of British people who object to the use of the term English, in any other sense than as applied to the people of England and things pertaining to England. To such an extent has this been carried that it is a question if a speaker could quote:

"'Tis a glorious charter,
Deny it, who can?
That is breathed in the words:
'I'm an Englishman!'"

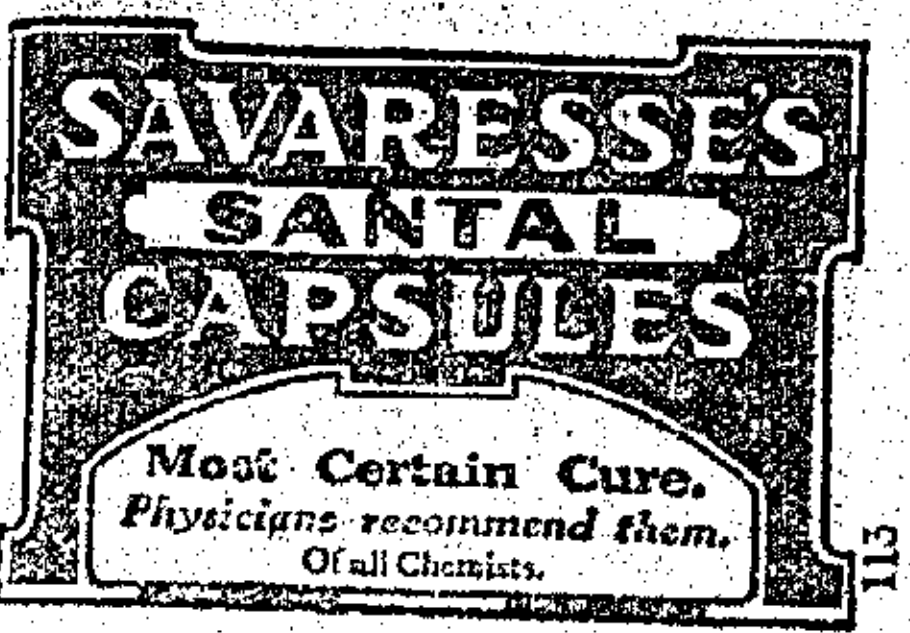
without someone exclaiming "British." The first thing we know, someone will want to make Nelson's famous signal read, "The United Kingdom of Great Britain and Ireland, the Dominions beyond the Seas, and India expect every man (and after the suffragettes, every woman) to do his (or her) duty." After the first battle of the Crimean War, we sang:

"What will they say in England
When the story there is told,
Of deeds of might on Alma's height,
Done by the brave and bold—
Of Russia, proud at noon-tide,
Humbled ere set of sun?
They'll say 'twas like old England—
They'll say 'twas nobly done."

No one objected to this at the time, and yet every one knew that, when Sir Colin Campbell climbed into the Russian redoubt, he exclaimed:

"We'll hae nane but Hieland bonnets here!"

Of course, we are not going to lose some of the best things in the British language because English is used where British might be, nor are we going to find fault with the King when he speaks of England, meaning thereby all his wide domains.



Most Certain Cure.
Physicians recommend them.
Of all Remedies.

"GUARANTEED" UNDER THE PURE FOOD AND DRUGS ACT, UNITED STATES OF AMERICA.

On every bottle of Dr. Morse's Indian Root Pills sold in the United States of America there is placed an extra label, bearing a number and the word "Guaranteed," which denotes that the proprietors of Dr. Morse's Indian Root Pills guarantee that they contain nothing that is not in strict accordance with the Pure Food and Drugs Act. It is further guaranteed that Dr. Morse's Indian Root Pills comply with the regulations of the Department of Health, both as to the standard of purity of the ingredients used in their manufacture, and also that they are a good, wholesome remedy for the purposes they are advertised for. Dr. Morse's Indian Root Pills are a purely vegetable sugar-coated medicinal preparation, carefully compounded by experts, and are manufactured on the premises under the direct supervision of the proprietors. The care taken in the production of these Pills, is illustrated by the manner in which they are packed. Instead of being put up in cheap wooden boxes—that absorb poisonous and other substances—they are packed in glass bottles at a cost of five or six times that of wooden boxes. The extra cost is more than made up in the satisfaction of knowing that the Pills reach the public just as they left the laboratory, unaffected by moisture or climatic changes and free from contamination by contact with any foreign matter.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney troubles, Piles, Pimples, Boils and Blotches, and for Female Affections.

DR. MORSE'S INDIAN ROOT PILLS

FOR THE LIVER

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors, 21, Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.



Head and Shoulders above the ordinary is

JOHNNIE WALKER

The distinctive palate-per-suading flavour of Johnnie Walker is due to its high quality, absolute purity and perfect maturity, and these are safeguarded by the constant maintenance of a vast ageing reserve of pure malt Scotch whisky—never less than three-and-a-half million gallons.

To meet all tastes, Johnnie Walker is supplied in three guaranteed ages:

"JOHNNIE WALKER" White Label. Over 6 years old.
"JOHNNIE WALKER" Red Label. Over 10 years old.
"JOHNNIE WALKER" Black Label. Over 12 years old.

To be obtained from:
THE HANKOW DISPENSARY CO., Ltd., Hankow. KAMP & CO., Shanghai.
PERRIN COOPER & CO., Tientsin. SIEMSEN & CO., Canton and Hong Kong.
JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK, SCOTLAND.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or infirmity of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, crank complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, anæmia, high-coloured water, etc., are all so many different phases of brain and nerve deficiency by which we are caused or by far the greater portion of the misery, ill-health, and consequent poverty which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the fading energies, and imparts new life and vigour to those who had so recently seemed played out, used up and exhausted. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillary, overcomes and expelling disease, whosoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolourations, roughness, eruptions, humors, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, and all other skin diseases, and all other ailments of the blood. It is a powerful purifier, improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking cough, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 20 for trial bottle or either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unimpaired. Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS' CASH CHEMISTS.

ENJOY GOOD HEALTH AND SPIRITS BY DRINKING

WOLFE'S Aromatic Schiedam SCHNAPPS

It is not only the most wholesome spirit obtainable as a stimulant for general use; it has a beneficial effect upon the liver, kidneys, and other organs as a pick-me-up, tonic or digestive. Wolfe's Schnapps is always up to the mark. It is superior in every way to ordinary gin.

Agents:
MacEwen, Frickel & Co.,
Hongkong, Canton, Macao, Swatow and Amoy.

Rest and Comfort for the mother and health for the baby

They resemble healthy human milk in composition, nutritive value and digestibility. Babies fed on the "Allenburgs" Foods invariably thrive well.

The Allenburgs' Foods

MILK FOOD No. 1. From birth to 3 months. MILK FOOD No. 2. From 3 to 6 months. MALTED FOOD No. 3. From 6 months upwards. The "Allenburgs" RUSKS (Malted). From 10 months upwards.

Pamphlet "Infant Feeding and Management" sent free.

Allen & Hanburgs Ltd., 8a, Peking Road, Shanghai, S.P.O. Box 158, and London, England.

The power to excite the confidence which ensures her brilliant successes, says the talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous *nerve force* created by Phosferine. How greatly the numerous distinctions and triumphant career of this accomplished musician are promoted by the *brain energy and physical stamina* developed by Phosferine, is evident from Miss Keymer's admission that the tonic "enabled me to do myself justice." This power to excel, this ability to make *target use* of her skill, depends upon the marvellous control and *slenderness of the muscle nerves* Phosferine has given her, and to which she owes the entrancing tone and quality of her musical renditions. Naturally, this energising effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

Miss Sybil Kaymer, "Riversmere," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 15, 1912.

A PROVEN REMEDY FOR			
Solatia Influenza Indigestion Neuralgia	Maternity Weakness Premature Decay Mental Exhaustion Sleeplessness	Lassitude Neuritic Fatness Brain Fog	Backache Rheumatism Headache Hysteria
And all disorders consequent upon a reduced state of the nervous system.			

Fluorine has been supplied by Royal Commands

To the British Royal Family	H.M. the Queen of Spain
H.M. the Empress of Russia	H.H.H. the Dowager Empress of Russia
H.M. the King of Spain	H.H.H. the Grand Duke of Oldenburg
H.M. the King of Greece	H.R.H. the Grand Duchess of Hesse
H.M. the Queen of the Netherlands	The Imperial Family of China

And the Præfential Royalty and Aristocracy throughout the world.

Price in Great Britain: Bottles, 1/11, 2/0 & 4/0. Sold by all Chemists, Grocers, &c.

The 2/9 size contains nearly four times the 1/11 size.

PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
AGENTS:—CALDBECK, MACGREGOR & Co., Hongkong.

TABLE LINEN PARCEL	22/-	RECORD CURTAIN PARCEL	23/-
Postage Paid.		Postage Paid.	
1 HEAVY DUTY DAMASK ALL LINE TABLE CLOTH, choice design, size 60 by 24 yds		Contains 6 pairs beautiful Curtains	
6 LINDSEY SEWING long length 24ins girth		4 pairs All same RICH OLD LACE Design 3yds long, 60ins. wide.	
1 Damask Woven Table Cloth, size 60 by 24 yds.		2 pairs Good Quality Exposure Proof Linen 3yds long, 60ins. wide.	
1 Cotton Damask Table Cloth, 60ins. sq.		Either pair delivered POST FREE at above prices.	
1 Heavy TARTAN Cloth Half Bleached, 62ins. sq.		Greatest Bargains ever offered	
1 Best Embroidered Tea Cloth, 52ins. sq.			
1 Green & Gold Damask Table Cloth, 60ins. sq.			
All goods ready made. Marvelous values			
Be sure write your name, Post FREE.			
P. PEACH & SONS, Box 504, The Loops, Nottingham, England			

Contains 6 pairs
beautiful Curtains
namely:—

4 pairs All same RICH OLD LACE
Design Syds. long, 60ins. wide.

2 pairs GOOD QUALITY EXQUISITE
EMPIRE DESIGN, most successful
style, Syds. long, 60ins. wide.

Either parcel delivered POST
FREE at above prices.

Greatest Bargains ever offered
POST FREE

Go, Stranger, track the deep,
Free, free the white sail spread;
Wave shall not mean, nor
Wild wind sweep,
Where sleep not England's dead!

On June 26th there was launched at Old Kilpatrick the steel screw steamer *Torrey Mark*, which has been built to the order of the Mitsui Bishi Goshi Kaisha through Messrs. A. R. Brown, McFarlan & Co., Glasgow. The principal dimensions of the vessel are:—Length, 302 ft. between perpendiculars; breadth, 46 ft., depth, 22 ft. 9 in.; tonnage about 2,000 gross, and cargo capacity 4,000 tons. She has two triple-expansion engines, with cylinders, 23, 37, and 41 in., by 42 in. stroke, with two main boilers and donkey boiler.

Interesting particulars are given by The London correspondent of the *Liverpool Courier* relating to a new fast Crown-subsidised rail and steamship service which is planned to operate between London and Sydney, with the result that the journey between those centres will be reduced to exactly 24 days. It will then be possible to go from London to Winnipeg, a distance of more than 3,400 miles, in the short period of five days. Twenty-six-knot steamers having smaller displacement than the *Munreutia* will run from Blackstock, a new harbour on the north-west coast of Ireland, to Cape St. Charles, Labrador, in three days. From there to Winnipeg mails and passengers will be raced over an airline railway in under 30 hours. From the Manitoba Metropolis to the Pacific Coast one of the three routes to be determined upon by the promoters of the "Transatlantic Route," as the latest highway to the Antipodes is henceforth to be known. The lowering of the time of passage between London and New York, as well as Toronto, Detroit, Chicago, and other American and Canadian cities, is an important consideration in the working out of the new project, for by the Blackstock-Cape St. Charles route and Quebec it is estimated that one may be gained over the existing routes maintained by the *Munreutia* and *Lusitania* between Liverpool and New York. This great highway through England, Scotland and Ireland across the Atlantic to Labrador, across British North America, and diversely across the Pacific to Yokohama, Shanghai, Auckland, and Sydney is planned to serve the purposes of war as well as the pursuits of peace. Sir Thomas Troubridge, of London, and others who are working for the completion of the canal already let contracts for the commencement of construction work upon the railway which is to connect Blackstock with the northern cross-country routes of the Irish railway system, terminating at Larne, on the North Channel, near Belfast, where car-ferry communication will be effected with Stranraer, on the Scottish coast near Dumfries.

The Acting British Consul at Tamsui (Mr. G. P. Paton) reports that efforts to work the oil fields of Formosa appear to have at length met with success. Attempts have been made at over 300 places to obtain a flow of oil, with but indifferent results, the only field which has so far yielded oil being one near Byoritsu, in the north of the island, where an average of 100,000 gallons a year, forming the total output of Formosa, has been obtained for the last few years. Further boring, with modern machinery has been continued in this district, and at the beginning of May oil was reached at a depth of 810 ft. The output has reached over 4,000 Imperial gallons a day, though this is not likely to be maintained for a long time. The opinion of an expert on the subject is promising as regards other wells to be bored in the neighbourhood. The kerosene produced from this oil is not of much use as an illuminant, as it is too smoky, but it is utilised for motor engines and for cleaning machinery. The crude oil is used as fuel in the neighbouring sugar factories, but it has to be sold very cheaply in order to compete with Japanese and Formosan coal. The company which has carried out the boring operations has recently ordered the latest type of rotary boring machinery at a cost of £1,000, thus indicating a hope of still greater development in the future.

THE WORLD'S BEST BLOOD
PURIFIER
HAS CURED THOUSANDS.
WILL CURE YOU.
Sold by all Chemists and Patent Medicines
Vendors throughout the World.
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LLANGOLLEN: DARLINGTON & Co.,
LONDON: SIMPKIN & Co.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 3rd August, 1913, 11th Sunday after Trinity.
Holy Communion (8.15 a.m.). Matins (11 a.m.). (Full Choir). Responses, Psalms, Venite, Russell, Paulus, Kelsey, Tomlinson; To Dean, Hopkins in G.; Jubilate, Hayes in F.; Anthem, "O Lord God," Goss. Holy Communion (1.44 a.m.). Kyrie, Hopkins in A; Hymns, 538, and 172. N.B.—Psalms 15, verses 1, 2, and 7 in unison; Psalm 16, verses 1, 5, 13, and 16 in unison. Evensong (5.45 p.m.). Responses, Psalms, Crotch, Harvey; Magnificat, Camidge (12th morning); Nunc Dimittis, Wesley; Hymns, 36, 164, and 23.

St. Andrew's Church, Kowloon, 11th Sunday after Trinity, 3rd August, 1913. Matins—Responses, Psalms, Venite, 3rd Day; Psalms, Kelsey, Littleton, To Dean, Oakley, 15th evening; Benediction, Tule, 2nd evening; Hymns, 247, 504, and 323; Kyrie, Mendels. sch. Evensong—Hymn, 12; Responses, Psalms, Ferial, Alternative Chants; Magnificat, Barnby in D, 18th evening; Nunc Dimittis, Wickes, 10th evening; Hymns, 290, 265, and 27. Vesper Hymn.

Union Church, Kennedy Road, Sunday August 3rd. Morning, Worship, at 11 a.m. Evening Worship, at 6 p.m. Preacher, Rev. J. Kirk Macdonald.

VESSELS ON THE WATERS.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"
Captain G. J. Caldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-DAY, the 2nd August, 1913, at Noon, taking Passengers and Cargo for the above Port in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "CALANDRIA," due in London on the 14th September, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
B. A. HEWETT,
Superintendent,
Hongkong, 21st July, 1913.

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

DIRECT STEAM FOR GENOA, NAPLES, LEGHORN, BOMBAY & PORT SAID VIA SINGAPORE.
(Without Transshipment.)

(Taking Cargo at through rates to all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria and Malaga, Levantine and South American Ports up to Callao.)

THE Steamship

"CAPRI,"
Captain Fortunato, will be despatched as above on WEDNESDAY, the 6th August, at Noon. For further particulars regarding freight and Passage, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 30th July, 1913.

THE "INDRA" LINE, LIMITED.

For BOSTON & NEW YORK.
(With Liberty to Call at the Malabar Coast.)
THE Steamship
"INDRAGHIRI,"
Captain Kelway, will be despatched as above on THURSDAY, 14th August.

This Steamer has superior accommodation for a limited number of Saloon Passengers. For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 1st August, 1913.

PRINTING

Nothing creates such a good impression as business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

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PRINTING WORKS
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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
TO SAIL
"LOONGSANG" ... Saturday, 2nd Aug., 2 p.m.
"SUISANG" ... Sunday, 3rd Aug., D'light.
"HANGSANG" ... Sunday, 3rd Aug., D'light.
"CHIPSANG" ... Tuesday, 5th Aug., Noon.
"KUTSANG" ... Wednesday, 6th Aug., Noon.
"HOPANG" ... Friday, 8th Aug., Noon.
"MAUSANG" ... Friday, 8th Aug., Noon.
"YUENSANG" ... Saturday, 9th Aug., 2 p.m.

RETURN TO JAPAN.
The Steamers "KUTSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the "LAISANG" and "KOSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yoko, Chio, Tain, Dain, W'wai, T'nan & N'hwang.

Taking Cargo on Through Bills of Lading to Kuch, Lahad, Dain, Simpon, Tawo, Usaku, Jerusalem and Labuan.

Telephone No. 215, Sub. Exch. 1.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 1st August, 1913.

GENERAL MANAGERS.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island, the Harbour and Kowloon, and those vessels berthed at the nearest Hongkong, "b," midway between Hongkong and Kowloon, "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BIRTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	...	G. J. Caldwell	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MONMOUTHSHIRE...	Brit. str.	...	G. J. Caldwell	JARDINE, MATHESON & Co., Ltd.	On 5th inst.
HAVRE, BREMEN & HAMBURG, &c.	BRUNDA...	Ger. str.	...	F. Phillips	P. & O. S. N. Co.	About 7th inst.
HAVRE, BREMEN & HAMBURG, &c.	SILSIA...	Ger. str.	...	Chamman	HAMBURG-AMERICA LINE	On 18th inst.
HAVRE, BREMEN & HAMBURG, &c.	SILSIA...	Ger. str.	...	Chamman	HAMBURG-AMERICA LINE	On 26th inst.
MARSEILLES VIA SAIGON, SPORE, COLOMBO, PORT SAID.	AMAZONE...	Ger. str.	...	G. J. Caldwell	HAMBURG-AMERICA LINE	On 4th Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	PREUSSEN...	Ger. str.	...	G. J. Caldwell	MESSENGERS MARITIMES	On 12th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU...	Jap. str.	...	T. Ya	HAMBURG-AMERICA LINE	On 13th inst., at D'light.
MARSEILLES & HAMBURG, &c.	SAXONIA...	Ger. str.	...	G. J. Caldwell	HAMBURG-AMERICA LINE	On 22nd inst.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	CHICAGO MARU...	Jap. str.	...	Goto	OSAKA SHOSSEN KAISHA	On 7th inst., at 10 a.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	SHIZUOKA MARU...	Jap. str.	...	K. H.	OSAKA SHOSSEN KAISHA	On 12th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	CANADA MARU...	Jap. str.	...	K. H.	OSAKA SHOSSEN KAISHA	On 23rd inst., at 1 p.m.
NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHERN PORTS.	YOKO...	Ger. str.	...	H. P.	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
GENOA, NAPLES, LEGHORN, BATAVIA, PORT SAID, SUEZ.	CAPRI...	Ital. str.	...	Portun	MESSENGERS & Co.	On 6th inst., at 10 a.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA...	Aust. str.	...	Sander, Wilhelm & Co.	CARLOWITZ & Co.	On 15th inst., at 4 p.m.
TRIESTE, PLYM, VENICE VIA SINGAPORE, &c.	YORWABERT...	Aust. str.	...	Sander, Wilhelm & Co.	Sander, Wilhelm & Co.	About 2nd Sept.
BOSTON & NEW YORK.	INDRAGHIRI...	Brit. str.	...	Kelway	JARDINE, MATHESON & Co., Ltd.	On 14th inst.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA...	Brit. str.	...	Rohde	CANADIAN PACIFIC R. Co.	On 15th inst., at Noon.
YANCOUVER, SEATTLE and/or TACOMA & P'land, (Or).	LOHMAN...	Ger. str.	...	W. W. G.	CANADIAN PACIFIC R. Co.	On 30th inst., at Noon.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE...	Brit. str.	...	W. W. G.	PACIFIC MAIL S.S. Co.	On 5th inst., at 1 p.m.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	CHITO MARU...	Jap. str.	...	D. Leu	OSAKA SHOSSEN KAISHA	On 7th inst., at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	CHITO MARU...	Jap. str.	...	D. Leu	OSAKA SHOSSEN KAISHA	On 16th inst., at 3 p.m.
AUSTRALIAN PORTS VIA MANILA.	PRINZ SEISMUND...	Ger. str.	...	M. Yagi	MESSENGERS & Co.	On 9th inst., at 9 a.m.
AUSTRALIAN PORTS VIA MANILA.	NIKKO MARU...	Jap. str.	...	M. Yagi	GIBB, LIVINGSTON & Co.	On 16th inst., at 11 a.m.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN.	KIYO MARU...	Jap. str.	...	Chidley	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
JAPAN.	TITLATA...	Aust. str.	...	Hirao	OSAKA SHOSSEN KAISHA	On 5th inst., at Noon.
YOKOHAMA & KOBE VIA SHANGHAI.	YORWABERT...	Aust. str.	...	Hirao	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI.	FUTSALA...	Brit. str.	...	Hirao	SANDER, WHEELER & Co.	About 6th inst.
YOKO & YOKOHAMA.	SUSANG...	Brit. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 4 p.m.
YOKO & YOKOHAMA.	YO MARU...	Jap. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
YOKO & YOKOHAMA.	PRINZ WALDEMAR...	Jap. str.	...	Hirao	NIPPON YUSEN KAISHA	About 19th inst.
YOKO & YOKOHAMA.	YAKAMA MARU...	Jap. str.	...	Hirao	NIPPON YUSEN KAISHA	On 3rd inst.
YOKO & YOKOHAMA.	SAGON MARU...	Jap. str.	...	Hirao	OSAKA SHOSSEN KAISHA	On 10th inst., at D'light.
YOKO & YOKOHAMA.	HUGHOW...	Brit. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at Noon.
YOKO & YOKOHAMA.	CHIFSHING...	Brit. str.	...	Hirao	BUTTERFIELD & SWIRE	On 10th inst., at D'light.
YOKO & YOKOHAMA.	LOHANG...	Brit. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.
YOKO & YOKOHAMA.	HOPANG...	Brit. str.	...	Hirao	BUTTERFIELD & SWIRE	On 2nd inst., at 2 p.m.
YOKO & YOKOHAMA.	YINGHOW...	Brit. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
YOKO & YOKOHAMA.	HANGSANG...	Brit. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 14th inst.
YOKO & YOKOHAMA.	LOHMAN MARU...	Jap. str.	...	Hirao	NIPPON YUSEN KAISHA	On 16th inst.
YOKO & YOKOHAMA.	KUNTSANG...	Brit. str.	...	Hirao	NIPPON YUSEN KAISHA	On 4th inst.
YOKO & YOKOHAMA.	BUELOW...	Ger. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at Noon.
YOKO & YOKOHAMA.	ANHA...	Brit. str.	...	Hirao	MESSENGERS & Co.	About 6th inst.
YOKO & YOKOHAMA.	NYANZA...	Brit. str.	...	Hirao	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
YOKO & YOKOHAMA.	CHENAN...	Brit. str.	...	Hirao	P. & O. S. N. Co.	About 7th inst.
YOKO & YOKOHAMA.	PORTYNESEN...	Front. str.	...	Hirao	BUTTERFIELD & SWIRE	On 9th inst., at 11 a.m.
YOKO & YOKOHAMA.	SCANDIA...	Ger. str.	...	Hirao	MESSENGERS MARITIMES	On 11th inst., at 7 a.m.
YOKO & YOKOHAMA.	ARCADIA...	Brit. str.	...	Hirao	HAMBURG-AMERICA LINE	On 14th inst.
YOKO & YOKOHAMA.	GREGORY APAR...	Brit. str.	...	Hirao	P. & O. S. N. Co.	About 14th inst.
YOKO & YOKOHAMA.	AFRICA...	Aust. str.	...	Hirao	DAVID SASSON & Co., Ltd.	On 16th inst.
YOKO & YOKOHAMA.	YENDO...	Swed. str.	...	Hirao	SANDER, WHEELER & Co.	On 7th Sept.
YOKO & YOKOHAMA.	YUKINI...	Dut. str.	...	Hirao	JAVA-CHINA-JAPAN LINE	On 14th inst.
YOKO & YOKOHAMA.	HARYANG...	Brit. str.	...	Hirao	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKO & YOKOHAMA.	SOSHU MARU...	Jap. str.	...	Hirao	OSAKA SHOSSEN KAISHA	On 8th inst., at 10 a.m.
YOKO & YOKOHAMA.	KANSA MARU...	Jap. str.	...	Hirao	OSAKA SHOSSEN KAISHA	On 13th inst., at 2 p.m.
YOKO & YOKOHAMA.	SOSHU MARU...	Jap. str.	...	Hirao	OSAKA SHOSSEN KAISHA	On 4th inst., at Noon.
YOKO & YOKOHAMA.	HAICHING...	Brit. str.	...	Hirao	DOUGLAS, LAPELLE & Co.	On 5th inst., at 11 a.m.
YOKO & YOKOHAMA.	HAITAN...	Brit. str.	...	Hirao	DOUGLAS, LAPELLE & Co.	On 8th inst., at 11 a.m.
YOKO & YOKOHAMA.	LOONGSANG...	Brit. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.
YOKO & YOKOHAMA.	TEAN...	Brit. str.	...	Hirao	BUTTERFIELD & SWIRE	On 5th inst., at 4 p.m.
YOKO & YOKOHAMA.	ZAFIRO...	Am. str.	...	Hirao	SEAWAN, TONES & Co., Ltd.	On 9th inst., at 2 p.m.
YOKO & YOKOHAMA.	YUNBANG...	Brit. str.	...	Hirao	SEAWAN, TONES & Co., Ltd.	On 15th inst., at 4 p.m.
YOKO & YOKOHAMA.	RUH...	Am. str.	...	Hirao	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKO & YOKOHAMA.	TIBODAS...	Dut. str.	...	Hirao	NIPPON YUSEN KAISHA	On 4th inst.
YOKO & YOKOHAMA.	PENANG MARU...	Jap. str.	...	Hirao	OSAKA SHOSSEN KAISHA	On 26th inst., at 4 p.m.
YOKO & YOKOHAMA.	LUZON MARU...	Jap. str.	...	Hirao	DAVID SASSON & Co., Ltd.	On 6th inst.
YOKO & YOKOHAMA.	ARMATON APAR...	Brit. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 2 p.m.
YOKO & YOKOHAMA.	NANGANG...	Jap. str.	...	Hirao	NIPPON YUSEN KAISHA	On 3rd inst.
YOKO & YOKOHAMA.	KANAGAWA MARU...	Ger. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.
YOKO & YOKOHAMA.	BOBENO...	Ger. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.
YOKO & YOKOHAMA.	MAUSANG...	Brit. str.	...	Hirao	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER					TO LPOOL					FROM VANCOUVER				
Steamers	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Arrive	Steamers	Vancouver	Yokohama	Kobe	Nagasaki
EMPEROR OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.	—	MONTEAGLE	23 July	8 Aug.	11 Aug.	13 Aug.
EMPEROR OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	18 July	EMPEROR OF JAPAN	30 July	13 Aug.	14 Aug.	16 Aug.
MONTEAGLE	30 Aug.	4 Sept.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.	1 Aug.	EMPEROR OF RUSSIA	15 Aug.	24 Aug.	25 Aug.	27 Aug.
EMPEROR OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.	15 Aug.	EMPEROR OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.
EMPEROR OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	29 Aug.	EMPEROR OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.
EMPEROR OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Inclusive of Meals and Sleeper across Canada.	Via Quebec.	Via New York.
EMPEROR OF RUSSIA	£71.10	£71.10	£71.10
EMPEROR OF ASIA	£65	£67	£67
EMPEROR OF INDIA	£43	£45	£45
EMPEROR OF JAPAN	£43	£45	£45
MONTEAGLE	£43	£45	£45

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

SHIPPING

ARRIVALS.

ASSAYE, British str., G. J. Caldwell, 1st August—Shanghai 29th July, General. P. & O. S. N. Co.
AMRITON ARCAR, British str., 2,931, W. Walker, 1st August—Moji 26th July, General.—David Sassoon & Co.
CHUYO MARU, Japanese str., 7,250, W. W. Greene, 31st July—San Francisco 1st July, General.—Toyo Kisen Kaisha.
CHICAGO MARU, Japanese str., 6,163, Goto, 31st July—Manila 28th July, Flour and General.—Osaka, Shosen Kaisha.
CHIL, French str., 3,000, Eschenauer, 1st August—Marseilles 29th June, General.—Messageries Maritimes.
GLANVILLE, British str., 2,300, Graves, 1st August—Singapore 30th July, General.—Chinese.
HAIYANG, British str., 1,362, A. E. Hodgins, 1st August—Swatow 31st July, General.—Douglas, Lapraik & Co.
KARONG, British str., 597, Sidford, 1st August—Hohow 31st July, General.—Butterfield & Swire.
KALIBA, British str., 3,041, Stewart, 1st August—Darban 30th June, Bulk Oil.—Doddwell & Co.
YUNNAN, French str., 4,213, Amen, 31st July—Colombo 19th July, General.—Messageries Maritimes.
YUNNAN, British str., 1,296, Eedy, 1st August—Samarang 26th July, Sugar.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
August 1st.
ANKA, Norwegian str., for Bangkok.
BARRI MARU, Japanese str., for Sabaya.
BENVENUE, British str., for Nagasaki.
BRISGAVIA, German str., for Tsingtau.
E. F. FERDINAND, Aus. str., for Calcutta.
INO MARU, Japanese str., for Bombay.
PICUMENH, British str., for Saigon.
TIMODAS, Dutch str., for Sourabaya.

DEPARTURES.

August 1st.
BOHEMIA, Austrian str., for Shanghai.
DEITA, British str., for Shanghai.
HAINAN, British str., for Swatow.
FOWONG, German str., for Swatow.
SIRANG, French str., for Hoihow.

SHIPPING REPORTS.

The British str. Arratoon Appear reports: Weather very bad, typhoon.
The British str. Haiyang reports: Strong southerly wind and heavy sea with continuous rain.

PASSENGERS.

ARRIVED.
Per Haiyang, from Swatow, etc., Mrs. Merlin and Mr. Bargmann.
Per Assay, for Hongkong, from Shanghai, Mr. J. E. McCutcheon, Mrs. M. R. Melrose, Mr. Lake and Mr. Osaka.

Per Chito, for Hongkong, from Marseilles, Mrs. Sabah, Mrs. Alfassa, Mr. and Mrs. Enriquez, Mr. and Mrs. Salmon and 2 infants; from Singapore, Mr. McCutcheon, Mr. M. Colby; from Saigon, Mr. E. S. Stewart, Mr. De La Roche and Mr. Bahand.
Per Chito Maru, for Hongkong, from San Francisco, Mrs. A. J. Constock, Miss R. Conway, Miss L. Cullinan, Miss Edith Everett, Mr. J. W. Gill, Mr. C. Graham,

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For SHANGHAI, KOBE AND YOKOHAMA ... On 11th Aug. at 7 A.M.
Marseilles via Ports ... On 12th Aug. at 1 P.M.
TRANS-SHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from Marseilles to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
S. O. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO:
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 2nd August. Connecting with "MIRAMICHI" 16th August.
From Colombo: 16th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS. Sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 18th August.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramge, R.N., will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offered) on 22nd August.

WESTWARD.

S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th August.
S.S. "JAPAN," 6,015 tons, Captain C. F. Sedden, will be despatched on above on 9th August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 2nd August, 1913.

"THE BIG 4" of the

PACIFIC MAIL S.S. CO.

COMFORT.	From HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.	SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.	KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.	LULU (the "Paradise of the
NILE 11,000 tons.	Pacific) through Service (via
CHINA 10,200 tons.	Pacific) through Service (via
PERFIA 9,000 tons.	NEW YORK to Europe.
SAFETY.	
SPEED.	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unparalleled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

Steamers	Tons	Starting
MANCHURIA	27,000	TUESDAY, 5th Aug. at 1 P.M.
NILE	11,000	SATURDAY, 16th Aug. at 5 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Aug. at 1 P.M.
PERFIA	9,000	SATURDAY, 13th Sept. at Noon
KOREA	18,000	SATURDAY, 20th Sept. at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct. at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct. at Noon.
MANCHURIA	27,000	

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
16th Aug. ... NILE	18th Aug.	6th Aug. ... NILE	8th Aug.
13th Sept. ... PERFIA	15th Sept.	14th Aug. ... MONGOLIA	16th Aug.
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERFIA	4th Sept.
28th Oct. ... NILE	30th Oct.	10th Sept. ... KOREA	12th Sept.
25th Nov. ... PERFIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. SATURDAY, 2nd AUGUST, 1913.
8 a.m. "HEUNGSHAN."
10 p.m. "HONAN."
CANTON TO HONGKONG.
8 a.m. "HONAN."
5 p.m. "KINSHAN."
SUNDAY, 3rd AUGUST, 1913.
10 p.m. "FATSHAN."
4 p.m. "HEUNGSHAN."

A Telephone service has been recently installed on the Canton Company's steamers, Day steamers Call No. 775. Night steamers Call No. 775.

HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 3rd AUGUST, 1913.
The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.
FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOISANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "FAYAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIKO MARU ... 22,000 tons.
S.S. SHINTO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball games and free newspaper containing World's happenings by wireless.
WESTERN PACIFIC-DENVER AND RIO GRANDE.
The T.K.K. Lines connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £30 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept.
These Steamers of large tonnage are fitted with comfortable class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class I £3.15, II £2.1.6.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.3.9.
BY TAVERNIER EXPRESS:
Via Munich, Cologne, Hock or Flushing, Class I £7.19.8, II £5.1.5.

TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 6th August.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents,
Hongkong, 2nd August, 1913.

Princes' Building.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA.	HITACHI MARU Capt. Yamawaki,	13,000	WED'DAY, 13th Aug., at D'light.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	MIYAZAKI MARU Capt. Soyeda,	16,000	WED'DAY, 27th Aug., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA ...	SHIDZUOKA MARU Capt. Iizawa,	12,500	TUESDAY, 12th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	TAMBA MARU Capt. Teranaka,	12,500	TUESDAY, 26th Aug., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG & LANGOON ...	NIKKO MARU Capt. M. Yagi,	9,600	WED'DAY, 27th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO ...	KUMANO MARU Capt. M. Winkler,	9,300	WED'DAY, 24th Sept., at Noon.
KOBE and YOKOHAMA ...	KANAGAWA MARU Capt. Machida,	12,500	SATURDAY, 9th August.
SHANGHAI, MOJI and KOBE ...	PENANG MARU Capt. Noun,	12,000	MONDAY, 4th August.
	IYO MARU Capt. Hirase,	12,500	THURSDAY, 14th Aug., at 11 A.M.
	COLOMBO MARU Capt. Kawashima,	6,000	MONDAY, 4th August.
	WAKASA MARU Capt. Nielsen,	12,500	SATURDAY, 9th August.
	SHINYO MARU Capt. Ohtsuka,	12,500	SUNDAY, 4th August.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE NOS. 292 and 1241.

T. KUSUMOTO, MANAGER.

[11—12—13

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON

(TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES 2 days earlier	Due LONDON (London 1 day later)
ASSAYE ...	August 2	MALJOA ...	Aug. 31	Sept. 6
DEYTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20
ARCADIA ...	August 30	MACEDONIA ...	SATURDAY, Sept. 27	FRIDAY, Oct. 3
DEVANHA ...	Sept. 13	MALWA ...	Oct. 11	Oct. 17
ASSAYE ...	Sept. 27	MOOLTAN ...	Oct. 25	Oct. 31
CHINA ...	October 11	MOREA ...	Nov. 8	Nov. 14
DELTA ...	October 25	MARMORA ...	Nov. 22	Nov. 28
INDIA ...	Nov. 8	MOLDAVIA ...	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 2/2.
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES;
PROPOSED SAILINGS:

Steamers	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SINLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 5
NANKIN ...	September 3	October 9	Oct. 18
NYANZA ...	September 17	October 24	Nov. 2
NORE ...	October 1	Nov. 5	Nov. 15
NILE ...	October 15	Nov. 19	Nov. 23
SYRIA ...	October 29	Dec. 3	Dec. 11
SUMATRA ...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £33.10 2/2.

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 2nd Aug.	See Special
77 CALL	Capt. G. J. Coldwell		Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SIMLA	About 7th Aug.	Freight and Passage.
	Capt. G. Phillips		
SHANGHAI, MOJI, KOBE, NYANZA and YOKOHAMA	ARCADIA	About 14th Aug.	Freight and Passage.
	Capt. M. N. Rivers, R.N.R.		
SHANGHAI	ARCADIA	About 14th Aug.	Freight and Passage.
	Capt. S. Barham		

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd August, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SAIGON	"HANYANG"	On 2nd Aug., Noon.	
SHANGHAI	"YINGCHOW"	On 2nd Aug., Noon.	
FOO, NANKOW, WEI, CHE, FOO, NANKOW, WEI, CHE, FOO, NANKOW, WEI, CHE	"ICHANG"	On 3rd Aug., D'light.	
MANILA, CEBU and ILOILO	"TEAN"	On 5th Aug., 4 P.M.	
SHANGHAI	"ANHUI"	On 7th Aug., 4 P.M.	
WEI, CHE, FOO, NANKOW, WEI, CHE, FOO, NANKOW, WEI, CHE	"CHENAN"	On 9th Aug., 4 P.M.	
WEI, CHE, FOO, NANKOW, WEI, CHE, FOO, NANKOW, WEI, CHE	"HUICHOW"	On 10th Aug., D'light.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 12 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS
Hongkong, 2nd August, 1913. TELEPHONE 35.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	4th August	On 16th Aug., 11 A.M.
ALDENHAM	30th August	On 19th Sept., 11 A.M.
ST. ALBANS	20th September	On 31st Oct., 11 A.M.
EASTERN		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Room, with Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars apply to
GIBB, LIVINGSTON & Co.,
47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA"

STEAMER	TO SAIL	REMARKS
S.S. SOANDIA	14th Aug.	
S.S. SENEGAMBIA	26th Aug.	
S.S. UKERMARK	28th Aug.	
S.S. LIBERIA	11th Sept.	
S.S. ARABIA	23rd Sept.	

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 5th Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Esch	FRIDAY, 8th Aug., at 11 A.M.

Swatow, Amoy and Foochow and Return.
(Occupying 9 to 10 Days).

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the Month of JULY and AUGUST FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares. For Freight and Passage, apply to—
DOUGLAS, LARPAK & Co.,
GENERAL MANAGERS.
Hongkong, 1st August, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

Speed 21 KNOTS, Displacement 22,000 TONS.
and the TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU.
INTERMEDIATE STEAMERS
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	14,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important ports and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to
S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 6th Aug., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewardsess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 2nd August, 1913.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

STEAMER	CAPTAIN	LEAVING
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU"	T. Kamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	T. Kanao	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saio	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.
† Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	A. Yamamoto	TUESDAY, 26th Aug., 4 P.M.
"INDO MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	

FOR MOJI, KOBE AND YOKKAICHI.

"SAIGON MARU" ... T. Yamaguchi ... FRIDAY, 22nd Aug., P.M.
"INDO MARU" ... K. Komiya ... SATURDAY, 20th Sept., P.M.
"INDO MARU" ... H. Yamamoto ... TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 13th Aug., at 2 P.M.
"TAMUI MARU"	S. Tokushige	MONDAY, 4th Aug., at Noon.
"SHOSHU MARU"	S. Tokushige	SUNDAY, 10th Aug., at Noon.
"DAI MARU"	K. Tashiro	FRIDAY, 8th Aug., at 10 A.M.
"SOSHU MARU"	K. Tashiro	MONDAY, 4th Aug.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Pyna Central).

FOR FURTHER INFORMATION, apply to
Z. KAMIYA, MANAGER
Second Floor, No. 1, Queen's Building.

THE YOKOHAMA DOCK

CO. LTD.	TELEGRAPHIC ADDRESS	CODES	DEPT.	NO. 1 DOCK	NO. 2 DOCK	NO. 3 DOCK
CO. LTD.	"DOCK," Yokohama.	A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.	DEPT.	1515 ft.	1776 ft.	1481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick, to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK"	1,700	Wed., 6th Aug., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"BUELOW"	16,900	About Wed., 6th Aug.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 9th Aug., at 9 A.M.
KOBE	"PRINZ WALDEMAR"	6,000	About Tuesday, 19th Aug.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	About End of August.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to
NORDDEUTSCHER LLOYD,
MELOHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 25th July, 1913.

VESSELS EXPECTED.

THE AMERICAN MAIL.

Honolulu for Yokohama on the 25th July, where she is due on the 5th August.
 The P.M. str. *Nile* sailed from Yokohama for Hongkong on the 29th July, between 10 a.m. and noon. The United States mail has been transferred to the S.S.K. str. *Canada Maru*, which is scheduled to arrive here on the 8th August.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 26th July, and may be expected here on or about 19th August.

THE GERMAN MAIL.

The I.G.M. str. *Buelow*, carrying the German mails, with dates from Berlin of the 4th July, left Colombo on the 26th July, p.m., and may be expected here on or about the 6th August.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* left Vancouver on the 30th July.
 The Danish str. *Annam* left Singapore on the 30th July, and may be expected here on or about the 5th August, at daylight.
 The str. *Zufirn* left Manila on the 31st July, and is due here to-morrow, at daylight.
 The P. & O. str. *Nyanza* left Singapore for this port on the 1st August, at 3.30 p.m., and is due here on the 6th August.

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES OF Cargo from London ex s.s. "Bretagne," "Dauphin" and "Sidon," from Antwerp ex s.s. "Argos," from Havre ex s.s. "Ernest" and from Bordeaux ex s.s. "Verbeke" and "Vila de Lorient" in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risks into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 8th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., or they will not be recognized. All damaged packages will be examined on the 8th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE,
Acting Agent.
Hongkong, 1st August, 1913.

SS. "YUNNAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES OF Cargo from Amoy ex s.s. "Yunnan" are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risks into the hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 8th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., or they will not be recognized. All damaged packages will be examined on the 8th inst., at 9 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE,
Acting Agent.
Hongkong, 1st August, 1913.